

EXHIBIT D

<p style="text-align: right;">Page 6</p> <p>1 did you say?</p> <p>2 A Yes. I think it was late 2010.</p> <p>3 Q What was your major?</p> <p>4 A Um, it was Aviation Maintenance Technology.</p> <p>5 Q Was that a BS degree or a BA or what?</p> <p>6 A No. I finished with an Associates of Applied</p> <p>7 Science.</p> <p>8 Q How long did you attend Northern Michigan?</p> <p>9 A Approximately two and a half years.</p> <p>10 Q So is this more of technical school, as opposed</p> <p>11 to a liberal arts college or something like that?</p> <p>12 MR. KLINGAMAN: Object to form.</p> <p>13 BY MR. TECHMEIER:</p> <p>14 Q He is going to be entering objections on the</p> <p>15 record. And unless he tells you that you can't</p> <p>16 answer the question, then just listen to his</p> <p>17 objection, but --</p> <p>18 A Okay.</p> <p>19 Q -- but then you can answer the question after</p> <p>20 that.</p> <p>21 A No. It is a regular university.</p> <p>22 Q So is it a four-year program then generally?</p> <p>23 MR. KLINGAMAN: Object to form.</p> <p>24 THE WITNESS: It depends on what you go</p> <p>25 for.</p>	<p style="text-align: right;">Page 8</p> <p>1 certification?</p> <p>2 A Um, attend the years of schooling required;</p> <p>3 accumulate so many hours and then take tests.</p> <p>4 Q How many tests did you have to take to get the</p> <p>5 certification?</p> <p>6 A Five.</p> <p>7 Q Did you have to take any of the tests over?</p> <p>8 A No, I did not.</p> <p>9 Q You get some sort of a written certificate then?</p> <p>10 A Yes.</p> <p>11 Q How -- do you have to keep it up in any way, with</p> <p>12 continuing education?</p> <p>13 A Continuing working, actually.</p> <p>14 Q So if you would have a lapse in your employment,</p> <p>15 then you would have to reapply?</p> <p>16 A Yes.</p> <p>17 Q And you have held your A & P continuously since</p> <p>18 you received it?</p> <p>19 A Yes.</p> <p>20 Q I would like you to give me your employment</p> <p>21 history.</p> <p>22 A Um, for aviation related?</p> <p>23 Q Well, yes. Aviation related, whether it is</p> <p>24 before you received your degree and after.</p> <p>25 A I was an employee for Superior Aviation, and then</p>
<p style="text-align: right;">Page 7</p> <p>1 BY MR. TECHMEIER:</p> <p>2 Q And you went for aviation, did you say?</p> <p>3 A Yes.</p> <p>4 Q What was the exact major?</p> <p>5 A Aviation Maintenance Technology.</p> <p>6 Q And that was a two and a half year program?</p> <p>7 A Two year for the certificate and then half a year</p> <p>8 for the associates.</p> <p>9 Q Okay. So this is your education then beyond high</p> <p>10 school. You are a high school graduate?</p> <p>11 A Yes.</p> <p>12 Q Any other education besides your aviation</p> <p>13 education at Northern Michigan?</p> <p>14 A No.</p> <p>15 Q What certifications do you have?</p> <p>16 A I am a certified airframe and powerplant mechanic</p> <p>17 technician.</p> <p>18 Q Do they call that an A & P?</p> <p>19 A Yes, they do.</p> <p>20 Q Do you have any other certifications?</p> <p>21 A No, I do not.</p> <p>22 Q And did you obtain that certification in late</p> <p>23 2010?</p> <p>24 A I believe so, yes.</p> <p>25 Q What did you have to do to gain that</p>	<p style="text-align: right;">Page 9</p> <p>1 now currently an employee for Kubick Aviation</p> <p>2 Services.</p> <p>3 Q Did you have any other aviation employment before</p> <p>4 Superior?</p> <p>5 A No.</p> <p>6 Q When did you become employed by Superior?</p> <p>7 A Um, January of 2012.</p> <p>8 Q And what was your position when you became first</p> <p>9 employed with Superior?</p> <p>10 A Aviation maintenance technician.</p> <p>11 Q Did your position change at all during the course</p> <p>12 of your employment with Superior?</p> <p>13 A No, it did not.</p> <p>14 Q And you worked for Superior until, according to</p> <p>15 your Facebook page, April 18, 2014?</p> <p>16 A Correct. I would have to look but I believe so,</p> <p>17 yes.</p> <p>18 Q You worked for Superior up until Superior was</p> <p>19 sold to Kubick?</p> <p>20 A Correct.</p> <p>21 Q You became employed at Kubick then on, according</p> <p>22 to your Facebook page, on the 21 of April, 2014?</p> <p>23 A Again, I would need to verify that, but around</p> <p>24 that date, yes.</p> <p>25 Q And what position did you first have at Kubick?</p>

<p style="text-align: right;">Page 14</p> <p>1 A Yes.</p> <p>2 Q Is it the same laptop that you used when you were</p> <p>3 at Superior?</p> <p>4 A No, it is not.</p> <p>5 Q Do you know what happened to the desktop at</p> <p>6 Superior?</p> <p>7 A No, I do not.</p> <p>8 Q You never saw it when you were working at -- when</p> <p>9 you started at Kubick?</p> <p>10 A No. I am not aware of what they did with it, no.</p> <p>11 Q It just disappeared, even though you were in the</p> <p>12 same building?</p> <p>13 A They replaced a lot of the computers with new,</p> <p>14 because the old ones were outdated. So they</p> <p>15 replaced a lot of computers with faster ones.</p> <p>16 Q Did the information from the, that was on the</p> <p>17 Superior Aviation computers get transferred to</p> <p>18 the Kubick computers?</p> <p>19 MR. KLINGAMAN: Form and foundation.</p> <p>20 THE WITNESS: I am not, I am not sure.</p> <p>21 BY MR. TECHMEIER:</p> <p>22 Q Before I get onto a different subject. I want to</p> <p>23 know what your contacts have been with the</p> <p>24 McGraws.</p> <p>25 A Can you repeat the question?</p>	<p style="text-align: right;">Page 16</p> <p>1 BY MR. TECHMEIER:</p> <p>2 Q You started working for Superior in January of</p> <p>3 2012. Did you have any contacts with Mr. McGraw</p> <p>4 in the year 2012?</p> <p>5 A Yes, I believe so.</p> <p>6 Q What contacts did you have?</p> <p>7 A The, just him being a customer of Superiors; me</p> <p>8 being an employee.</p> <p>9 Q Did you ever talk to him in 2012?</p> <p>10 A I would imagine so, yes.</p> <p>11 Q In person or on the phone or what?</p> <p>12 A In person when he would drop or pick up his</p> <p>13 aircraft.</p> <p>14 Q And what was the purpose of your discussions with</p> <p>15 him?</p> <p>16 A Um, just business.</p> <p>17 Q Did you talk about his airplane?</p> <p>18 A Yes.</p> <p>19 Q Did you do any work on his airplane in 2012?</p> <p>20 A I believe so, but.</p> <p>21 Q Do you know what work you did?</p> <p>22 A Um, I couldn't say a hundred percent, no. I</p> <p>23 believe a condition inspection.</p> <p>24 Q You think you did the condition inspection in</p> <p>25 2012?</p>
<p style="text-align: right;">Page 15</p> <p>1 Q What have your contacts been with the McGraws?</p> <p>2 A Contacts?</p> <p>3 Q Yes.</p> <p>4 MR. LORINGER: Object to form.</p> <p>5 MR. KLINGAMAN: Join.</p> <p>6 THE WITNESS: As of -- he was a customer</p> <p>7 of Superiors when I had contacted him, first had</p> <p>8 contact with Daniel.</p> <p>9 BY MR. TECHMEIER:</p> <p>10 Q When did you have first contact with Daniel?</p> <p>11 A Um, as an employee for Superior and him being a</p> <p>12 customer.</p> <p>13 Q Well, were you in contact with Mr. McGraw,</p> <p>14 beginning with the time that he brought his</p> <p>15 airplane to Superior for service?</p> <p>16 MR. KLINGAMAN: Object to form.</p> <p>17 THE WITNESS: Can you repeat the</p> <p>18 question, please?</p> <p>19 MR. TECHMEIER: Were you in contact with</p> <p>20 Mr. McGraw when he first brought the airplane to</p> <p>21 Superior for service?</p> <p>22 MR. KLINGAMAN: Foundation.</p> <p>23 THE WITNESS: I am not sure, because I</p> <p>24 don't know the date that he first brought it</p> <p>25 there.</p>	<p style="text-align: right;">Page 17</p> <p>1 A I believe so.</p> <p>2 Q Did you sign off on it?</p> <p>3 A No, I did not.</p> <p>4 Q You didn't enter any notes into the logbooks in</p> <p>5 2012 of his airplane, did you?</p> <p>6 A No.</p> <p>7 Q You said that you worked, you did the condition</p> <p>8 inspection. Is there a difference between an</p> <p>9 annual inspection and a condition inspection?</p> <p>10 MR. KLINGAMAN: Form and foundation.</p> <p>11 THE WITNESS: Yes.</p> <p>12 MR. TECHMEIER: If Tim Spreen signed off</p> <p>13 in 2012 that the engine had been inspected in</p> <p>14 accordance with an annual/condition inspection</p> <p>15 for, per FAR 43, Appendix D, and was determined</p> <p>16 to be in airworthy condition for return to</p> <p>17 service, would you have any reason to differ with</p> <p>18 what he said?</p> <p>19 MR. LORINGER: Objection, form.</p> <p>20 MR. KLINGAMAN: Objection, form and</p> <p>21 foundation.</p> <p>22 THE WITNESS: No.</p> <p>23 MR. TECHMEIER: So you would agree that</p> <p>24 the inspection was done in accordance with an</p> <p>25 annual/condition inspection per FAR 43, Appendix</p>

<p style="text-align: right;">Page 18</p> <p>1 D?</p> <p>2 THE WITNESS: Yes.</p> <p>3 MR. LORINGER: A belated objection to</p> <p>4 form.</p> <p>5 MR. TECHMEIER: And 43 Appendix D, in</p> <p>6 part, requires the person performing the</p> <p>7 inspection to inspect lines, hoses, and clamps</p> <p>8 for leaks, improper condition and looseness?</p> <p>9 MR. KLINGAMAN: I will object to form,</p> <p>10 and the conducting of this deposition the way you</p> <p>11 are reading from a document, that seems like a</p> <p>12 memory test.</p> <p>13 Why don't you share it with him, to</p> <p>14 check your reading skills?</p> <p>15 MR. TECHMEIER: I am doing the</p> <p>16 deposition, not you, so I can ask the questions</p> <p>17 that I want to.</p> <p>18 MR. KLINGAMAN: It is inappropriate,</p> <p>19 object to form.</p> <p>20 BY MR. TECHMEIER:</p> <p>21 Q Do you need to have me repeat it?</p> <p>22 A Yeah, I didn't really even hear a question.</p> <p>23 Q Okay. Appendix D, Part 43, you know what I am</p> <p>24 talking about; right?</p> <p>25 A Yes.</p>	<p style="text-align: right;">Page 20</p> <p>1 you to read it.</p> <p>2 A Sure. (Witness reviews exhibit.) I am sorry.</p> <p>3 Is this No. 1?</p> <p>4 Q Yes. This is a letter from Kubick to Daniel</p> <p>5 McGraw, dated May 12, 2014; is that correct?</p> <p>6 A Yes.</p> <p>7 Q And it's signed by Carrie Bartel, Community</p> <p>8 Relations Director, Kubick Aviation Services,</p> <p>9 Inc. and U.P. North Airways; is that correct?</p> <p>10 A Yes.</p> <p>11 Q Who is U.P. North Airways?</p> <p>12 A To my understanding, it is a division of Kubick</p> <p>13 Aviation Services.</p> <p>14 Q Do you know Carrie Bartel?</p> <p>15 A I do, yes.</p> <p>16 Q So the letter basically is inviting Mr. McGraw to</p> <p>17 become a customer of Kubick, having been a former</p> <p>18 customer of Superior; is that correct?</p> <p>19 MR. KLINGAMAN: Form and foundation.</p> <p>20 THE WITNESS: Yes.</p> <p>21 MR. TECHMEIER: Do you know of any other</p> <p>22 customers of Superior that received a similar</p> <p>23 letter by Kubick?</p> <p>24 MR. KLINGAMAN: Form, foundation.</p> <p>25 THE WITNESS: No. I was unaware of the</p>
<p style="text-align: right;">Page 19</p> <p>1 Q We talked about that. One of the requirements of</p> <p>2 that is to check lines, hoses, and clamps for</p> <p>3 leaks, improper condition and looseness?</p> <p>4 MR. LORINGER: Objection to form.</p> <p>5 THE WITNESS: Is that what it says?</p> <p>6 Yeah.</p> <p>7 MR. TECHMEIER: Well, do you know that</p> <p>8 that's one of the things that you are supposed to</p> <p>9 do --</p> <p>10 THE WITNESS: Yes.</p> <p>11 MR. TECHMEIER: -- as a part of Appendix</p> <p>12 D?</p> <p>13 THE WITNESS: Yes.</p> <p>14 MR. LORINGER: Objection to form.</p> <p>15 MR. TECHMEIER: Do you know that you are</p> <p>16 also supposed to check all systems for improper</p> <p>17 installation, for general condition defects, and</p> <p>18 insecure attachment?</p> <p>19 THE WITNESS: Yes.</p> <p>20 MR. LORINGER: Objection, form.</p> <p>21 (Exhibit No. 1, marked for</p> <p>22 identification.)</p> <p>23 BY MR. TECHMEIER:</p> <p>24 Q Directing your attention to what's been marked as</p> <p>25 Exhibit No. 1. Maybe we should take a second for</p>	<p style="text-align: right;">Page 21</p> <p>1 letter.</p> <p>2 MR. TECHMEIER: Well, we know that</p> <p>3 Mr. McGraw's plane crashed on the 6th of May,</p> <p>4 2014. So there was no way that he was, at that</p> <p>5 point, going to be become a customer of Kubick,</p> <p>6 at least with regards to the airplane that was</p> <p>7 serviced at Superior before. But let's assume</p> <p>8 that this letter was sent out to other customers</p> <p>9 of Superior.</p> <p>10 Do you know how the transition would</p> <p>11 have occurred of the records from Superior to</p> <p>12 Kubick on past customers' airplanes?</p> <p>13 MR. LORINGER: Form, foundation.</p> <p>14 MR. KLINGAMAN: Join.</p> <p>15 THE WITNESS: No. I am not sure how</p> <p>16 they were planning to do that, no.</p> <p>17 MR. TECHMEIER: So if somebody received</p> <p>18 a letter like this who was a past customer of</p> <p>19 Superior, would Kubick have to basically start</p> <p>20 all over and not be able to rely on any past</p> <p>21 records?</p> <p>22 MR. KLINGAMAN: Form, foundation.</p> <p>23 THE WITNESS: No, I wouldn't think so.</p> <p>24 BY MR. TECHMEIER:</p> <p>25 Q So you would expect that there would be some</p>

<p style="text-align: right;">Page 30</p> <p>1 A I can't say for sure. I would assume within a</p> <p>2 short period of time after.</p> <p>3 Q Why are they dated April 10 of 2014, if you did</p> <p>4 these after the crash, which was May 6 of 2014?</p> <p>5 A Because it was to reflect the date that the work</p> <p>6 was completed.</p> <p>7 Q The work was completed on April 10 of 2014?</p> <p>8 A Um, around that date, yes.</p> <p>9 Q I thought Tim Spreen had signed off on the annual</p> <p>10 in February of 2014?</p> <p>11 MR. LORINGER: Objection, form.</p> <p>12 MR. KLINGAMAN: Form and foundation.</p> <p>13 THE WITNESS: I am unaware if he did or</p> <p>14 not. I think that I have seen the logbook</p> <p>15 entries but.</p> <p>16 (Exhibit No. 3, marked for</p> <p>17 identification.)</p> <p>18 BY MR. TECHMEIER:</p> <p>19 Q Directing your attention to what we had marked as</p> <p>20 Exhibit 3. It is entitled Engine Log for McGraw</p> <p>21 Airplane.</p> <p>22 And if you look at the last page, there</p> <p>23 is an entry on February 7 of 2014. Do you see</p> <p>24 that?</p> <p>25 A Yes.</p>	<p style="text-align: right;">Page 32</p> <p>1 THE WITNESS: The sparkplug?</p> <p>2 MR. TECHMEIER: Whatever it is that you</p> <p>3 said you were removing.</p> <p>4 MR. LORINGER: Objection.</p> <p>5 THE WITNESS: You don't. You just</p> <p>6 remove the sparkplug and attach a tool and then</p> <p>7 reinstall the sparkplug.</p> <p>8 BY MR. TECHMEIER:</p> <p>9 Q Then he says: "I certify that this engine was</p> <p>10 inspected in accordance with an annual/condition</p> <p>11 inspection and was determined to be an airworthy</p> <p>12 condition for return to service." Is that</p> <p>13 correct?</p> <p>14 A Yes.</p> <p>15 Q So all of this work was done before February 7 of</p> <p>16 2014?</p> <p>17 MR. KLINGAMAN: Object to form.</p> <p>18 THE WITNESS: Which work?</p> <p>19 MR. TECHMEIER: The work that you</p> <p>20 describe in the Engine Logbook, the Airframe</p> <p>21 Logbook, and the Propeller Log Entry for April 10</p> <p>22 of 2014.</p> <p>23 MR. LORINGER: Objection to form. I</p> <p>24 think you are confusing work, but objection to</p> <p>25 form.</p>
<p style="text-align: right;">Page 31</p> <p>1 Q And if you read along with me as follows, it</p> <p>2 says:</p> <p>3 "Inspected engine in accordance with the</p> <p>4 annual/condition inspection. Drain oil and</p> <p>5 removed filter for inspection, normal. Clean</p> <p>6 and reinstall, add eight quarters -- I guess of</p> <p>7 some sort of oil. Took compressions."</p> <p>8 Can you read the rest of that?</p> <p>9 A Yes.</p> <p>10 Q What is that?</p> <p>11 A "As follows. Cylinder No. 1, 78/80. Cylinder</p> <p>12 No. 2 is 77/80. Cylinder No. 3 is 78/80, and No.</p> <p>13 4 is 78/80."</p> <p>14 Q What is he talking about there?</p> <p>15 MR. LORINGER: Form.</p> <p>16 THE WITNESS: The cylinder compressions</p> <p>17 of the engine.</p> <p>18 BY MR. TECHMEIER:</p> <p>19 Q How do you do that?</p> <p>20 A Um, by removing sparkplugs and the pressurized</p> <p>21 combustion chambers.</p> <p>22 Q If you remove this then, how do you put it back</p> <p>23 together?</p> <p>24 MR. KLINGAMAN: Objection to form,</p> <p>25 foundation.</p>	<p style="text-align: right;">Page 33</p> <p>1 THE WITNESS: Um, no. Work continued on</p> <p>2 after February 7, 2014.</p> <p>3 BY MR. TECHMEIER:</p> <p>4 Q And when did it end?</p> <p>5 A Approximately April 10 of 2014.</p> <p>6 Q Were you present on the day that Mr. McGraw</p> <p>7 picked up the airplane?</p> <p>8 A No, I was not.</p> <p>9 Q Why was that?</p> <p>10 A I was out of town. I believe it was a Friday. I</p> <p>11 was out of town.</p> <p>12 Q Do you know who provided delivery of the airplane</p> <p>13 to Mr. McGraw then?</p> <p>14 A He just arrived at the airport and the airplane</p> <p>15 was ready to go.</p> <p>16 Q So no one from Superior handed it off to him?</p> <p>17 MR. KLINGAMAN: Form, foundation.</p> <p>18 THE WITNESS: I am not sure, I wasn't</p> <p>19 there.</p> <p>20 BY MR. TECHMEIER:</p> <p>21 Q So the work that you are describing in the Engine</p> <p>22 Log, the Airframe Log, and the Propeller Log, is</p> <p>23 all work that you did?</p> <p>24 A Um, correct, yes. That is correct.</p> <p>25 Q Okay. Well, then I want to go over what you did.</p>

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1 So the first one, first page on Exhibit

2 1 -- or excuse me, 2, is the Engine Log Entry.

3 And you state: "Engine oil drained, service with

4 eight quarters Aeroshell 15W" -- what is that?

5 A 50.

6 Q "50. Oil screen removed, inspected and cleaned.

7 No abnormalities. Reinstalled with new crush

8 gasket." And what's the?

9 A Safetied.

10 Q What does that mean, "safetied?"

11 A There is safety in devices to prevent hardware

12 from coming loose because of vibrations.

13 Q How do you do that?

14 A Um, using stainless steel wire that comes in

15 different gauges and wrap it.

16 Q You what?

17 A You wrap it a special way to secure the hardware

18 from loosening. You wrap it so it is always

19 pulling tight.

20 Q So this is part of that Appendix D inspection?

21 MR. LORINGER: Objection to form.

22 THE WITNESS: Not safety, but as a

23 whole, yes, specifically.

24 BY MR. TECHMEIER:

25 Q Is it a part of keeping all systems securely

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1 attached?

2 A Yes. But it is not on all hardware. So in that

3 specific instance, yes.

4 Q Then it says, "Cylinder No. 4, fuel injector was

5 missing its outer screen. Fuel injector replaced

6 with new." And then it says, "torqued to spec,"

7 or specifications is that what you mean?

8 A Yes.

9 Q How is it torqued?

10 A Using a calibrated torque wrench.

11 Q And then was there a specific measurement that

12 you had to use with this torquing?

13 A Yes.

14 Q And what was that?

15 A Um, it is stated in the Engine Maintenance

16 Manual.

17 Q Which you had access to then?

18 A Yes.

19 Q So then when it says, "Engine hardware replaced

20 with new bolts and nuts due to incorrect hardware

21 installation, in accordance with Lancair 360

22 builders manual." Do you see that?

23 A Yes.

24 Q So you had the Lancair 360 Builders Manual

25 available?

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1 A Online, yes.

2 Q And that told you the torque specifications?

3 A I would have to reread it.

4 Q Well, when you said that the "fuel injector

5 replaced with new and torqued to specifications,"

6 you would have gotten those specifications from

7 the builders manual online; right?

8 A No. I would have gotten that from a Lycoming

9 engine maintenance manual.

10 Q Okay. You also stated that bolts and nuts were

11 torqued 450 pounds?

12 A Yes. Yes, that's inch-pounds.

13 Q What's that?

14 A Inch-pounds.

15 Q Inch-pounds. Okay. And how did you know that

16 that was to be torqued, the bolts and nuts were

17 to be torqued to that extent?

18 A Either because it was stated in the Lancair

19 manual, or I used the general torque specs that's

20 for the bolt in question.

21 Q So this manual that you are talking about was

22 something that you kept at Superior?

23 A It's online, most of the computers.

24 Q Did you have an actual written manual for the

25 Lancair 360?

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1 A No.

2 Q So you were always looking online for these

3 specifications?

4 A Well, on Lancair's website, yes.

5 Q And then you said you found the engine control

6 cables to be improperly secured; is that right?

7 A Yes.

8 Q And you resecured correctly?

9 A Yes.

10 Q How did you know how to do that?

11 A Um, either through -- well, general maintenance

12 practices.

13 Q What do you mean, "general maintenance

14 practices?"

15 A There are standard procedures and general

16 practices.

17 Q So standard procedures that you followed in all

18 inspections that you did?

19 A Um, yeah, for the most part, yeah. Every

20 inspection is slightly different.

21 Q You "tightened the throttle cable rod end jam nut

22 at fuel servo, was found only to be hand

23 tightened."

24 A Yes.

25 Q What does that mean?

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1 A They used a jam nut that prevents another nut
 2 from becoming loose, and that jam nut was loose
 3 on the throttle cable rod end.
 4 Q How did you determine that it was only hand
 5 tightened?
 6 A Because it had become, it had become loose and
 7 you were able to turn it.
 8 Q How did you know that it had become loose?
 9 A Um, I must have saw it or, you know, it was
 10 found. I can't really say how it was found.
 11 Q You observed it?
 12 A Yes.
 13 Q Being loose?
 14 A Possibly, yes.
 15 Q The torquing that you talk about in the Engine
 16 Log Entry was done with a regular wrench or a
 17 torque wrench?
 18 A Calibrated torque wrench.
 19 Q Was it the same wrench that would be used over
 20 the instances where you talk about torquing?
 21 A No.
 22 Q How are they different?
 23 A Fuel injectors usually require less torque, so I
 24 used the inch-pound torque wrench. And then the
 25 bolts, I used the foot-torque wrench.

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1 Q The what?
 2 A The bolts, I used the engine mount using a
 3 foot-pound torque wrench.
 4 Q Foot-pound?
 5 A Yes.
 6 Q So you described two instances of torquing on the
 7 Engine Log Entry; is that correct?
 8 A Yes.
 9 Q Nothing else was torqued?
 10 A Um, well, I mean everything was tightened, yeah.
 11 I mean, yes, can you repeat the question?
 12 Q Nothing else was torqued?
 13 MR. LORINGER: Objection to form.
 14 MR. KLINGAMAN: Join.
 15 THE WITNESS: Well, anything that I
 16 touched was torqued but, you know.
 17 BY MR. TECHMEIER:
 18 Q And it would have been torqued with a torque
 19 wrench?
 20 A Yes.
 21 Q Calibrated torque wrench?
 22 A Yes.
 23 Q So let's turn to the next page, which is the
 24 Airframe Log Entry, dated April 10 of 2014,
 25 although this was a note that you made sometime

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1 in May after the crash; is that correct?
 2 A Yes.
 3 Q When you made these notes, did you have anything
 4 to refer to or was this all from memory?
 5 A Um, my -- Superior's work orders and my own
 6 notes, Superior Aviation.
 7 Q Okay. And we will get to the work order in a
 8 little bit.
 9 Your own notes. Were they notes that
 10 you would use for this particular Lancair or just
 11 notes generally that you used in all inspections?
 12 A Yeah, just personal notes that I used in all
 13 inspections over the course of the day.
 14 Q So in this Airframe Log Entry, again, you talked
 15 about the bolts and nuts being torqued at
 16 450-inch pounds.
 17 That's the same note as you made in the
 18 Engine Log Entry; is that correct?
 19 A Yes.
 20 Q And then the fuel servo being found to be hand
 21 tightened, again, that's from the same thing as
 22 you recorded in your Engine Log Entry?
 23 MR. KLINGAMAN: Object to form.
 24 THE WITNESS: Yeah. That was the
 25 throttle cable that was hand tightened. That's

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1 at the fuel servo.
 2 BY MR. TECHMEIER:
 3 Q Again, that's something that you observed?
 4 A Um, I am not exactly sure how it was found, but
 5 it is something that we had corrected, yes.
 6 Q So what are the possibilities of how it would
 7 have been found?
 8 A Um, somebody, it could have actually been backed
 9 off and somebody noticed the space in between.
 10 The shop assistant, Vinnie, could have noticed
 11 it, Timothy Spreen could have noticed it, the
 12 line guy. There are lots of instances on how it
 13 could have been found but.
 14 Q But these are by observation?
 15 A Yes. Or like, as I stated, touching it or
 16 bumping it on accident.
 17 Q But the correction of this would have been in
 18 accordance with what you are required to do, as a
 19 part of Appendix D, Part 43?
 20 MR. LORINGER: Objection, form.
 21 MR. TECHMEIER: Is that correct?
 22 MR. LORINGER: Objection, form.
 23 THE WITNESS: Required to inspect, yes.
 24 MR. TECHMEIER: For looseness or
 25 insecure attachment?

<p style="text-align: right;">Page 42</p> <p>1 MR. LORINGER: Objection, form.</p> <p>2 THE WITNESS: Yes.</p> <p>3 BY MR. TECHMEIER:</p> <p>4 Q You also then state that: "The firewall</p> <p>5 gasculator was found loose on firewall."</p> <p>6 A Yes.</p> <p>7 Q Do you know how that was determined to be loose?</p> <p>8 A Something in that instance, I would say probably</p> <p>9 because of threading and/or gasculators are</p> <p>10 serviced at every condition/annual inspection.</p> <p>11 So upon putting your hands upon it, maybe they</p> <p>12 found it to be loose.</p> <p>13 Q The next line, you say, "The wheel halves were</p> <p>14 torqued."</p> <p>15 A Yes.</p> <p>16 Q And how would that have been done?</p> <p>17 A With the torque wrench.</p> <p>18 Q Calibrated torque wrench?</p> <p>19 A Yes.</p> <p>20 Q Kind of midway down you say that, "The calipers</p> <p>21 were reinstalled, torqued and safetied." Do you</p> <p>22 see that?</p> <p>23 A Yes.</p> <p>24 Q How would the calipers have been torqued?</p> <p>25 A Um, with calibrated torque wrench.</p>	<p style="text-align: right;">Page 44</p> <p>1 Q On brakes?</p> <p>2 A Um, anything that requires it. But, yes, brakes</p> <p>3 as well.</p> <p>4 Q So leak checks would be required on -- or you do</p> <p>5 leak checks on what?</p> <p>6 A Anything that has, that's prone to leaking.</p> <p>7 Q Well, give me examples.</p> <p>8 A Hydraulic lines, intake manifolds, brake</p> <p>9 calipers.</p> <p>10 Q Fuel lines?</p> <p>11 A Any sort of fluid carrying line, yes. When we</p> <p>12 disturb it, yes, especially.</p> <p>13 Q Well, only when you disturb it or always?</p> <p>14 A Um, that's a gray area. If it is not showing</p> <p>15 signs of leaking, we usually have no reason to.</p> <p>16 Q What would you look for, for signs of leaking?</p> <p>17 A Um, any evidence of -- hydraulic fluid is red,</p> <p>18 any exhaust leak would have burnt, a fuel leak.</p> <p>19 AVgas is dyed blue, so you can tell if it is</p> <p>20 leaking.</p> <p>21 Q You could also observe the fitting to observe</p> <p>22 whether it is loose?</p> <p>23 A Yeah. Part of that observation is looking for</p> <p>24 those dyes.</p> <p>25 Q Would there be any dye that would have been</p>
<p style="text-align: right;">Page 43</p> <p>1 Q And they would have been torqued to a certain</p> <p>2 level?</p> <p>3 A Specifications, yes.</p> <p>4 Q And specifications would come from where?</p> <p>5 A Either the Lancair Builders Manual or a general</p> <p>6 torque spec.</p> <p>7 Q And then you said "and safetied."</p> <p>8 A Yes, correct.</p> <p>9 Q And how would it be have been safetied?</p> <p>10 A Either a cotter pin or a safety wire, unless</p> <p>11 there was another type of a safety mechanism.</p> <p>12 Q So that would have been done to secure it?</p> <p>13 A Yes.</p> <p>14 Q And the next line you say, "OPS and leak check,</p> <p>15 good." I don't know what you are referring to</p> <p>16 there. Do you? Can you tell me?</p> <p>17 A Yes. Operational and the leak check is good.</p> <p>18 Q What does that mean?</p> <p>19 A That we made sure, after reinstallation, that the</p> <p>20 brakes operated correctly and didn't leak any</p> <p>21 fluid.</p> <p>22 Q And why would that be important?</p> <p>23 A Because we had just had them removed and we</p> <p>24 reinstalled them. We always perform operational</p> <p>25 leak checks.</p>	<p style="text-align: right;">Page 45</p> <p>1 observable when you find that the fuel servo</p> <p>2 connection was only hand tightened?</p> <p>3 A No. That's for the metal control cable, so that</p> <p>4 doesn't carry any fluid or pneumatics or anything</p> <p>5 of that nature.</p> <p>6 Q You also state that the spinner back plate was</p> <p>7 reinstalled and torqued.</p> <p>8 A Whereabouts are you?</p> <p>9 Q Two lines below, three lines below the, "leak</p> <p>10 check good."</p> <p>11 A I, (Witness reviews exhibit.) Yes.</p> <p>12 Q And so that would have been done with a torque</p> <p>13 wrench?</p> <p>14 A Yes, a calibrated torque wrench.</p> <p>15 Q Calibrated?</p> <p>16 A Yes.</p> <p>17 Q Okay. And then on the same line you state,</p> <p>18 "Propeller reinstalled on airframe and torqued in</p> <p>19 accordance with propeller owners manual." Do you</p> <p>20 see that?</p> <p>21 A Yes.</p> <p>22 Q Where did you get the propeller owners manual?</p> <p>23 A If I recall correctly, I think that one was a</p> <p>24 part of the logbook for the propeller -- or the</p> <p>25 propeller log was inside of that manual.</p>

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1 I am not sure.

2 BY MR. TECHMEIER:

3 Q No one told you that there was an improper

4 installation of the hose fuel fitting, which

5 resulted in the fitting becoming disconnected and

6 the subsequent loss of engine power due to fuel

7 starvation?

8 A Not in those exact terms.

9 Q What were you told?

10 A That a fuel line had loosened and became -- and

11 had disconnected and starved the engine.

12 Q These were discussions that you had. You had

13 discussions then with the FAA; is that correct?

14 A Um, I believe so.

15 Q With Mr. Yank?

16 A Yeah, yeah, I am not a hundred percent.

17 Q Did you ever have to give a written statement to

18 the FAA?

19 A Not that I can recall. I don't believe so.

20 Q Did you have to give a written statement to the

21 NTSB?

22 A No.

23 Q How did you find out about the FAA finding that

24 the, there was a fuel line that was disconnected?

25 A Somebody contacted me about it.

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1 Q Were you asked whether you had inspected that

2 fuel line?

3 A No.

4 Q Had you inspected that fuel line?

5 A Yes.

6 Q And how did you inspect it?

7 A The visual inspection.

8 Q So you never touched?

9 A No.

10 Q You never put a wrench to it?

11 A No.

12 Q How did you, how did you check that line for

13 looseness?

14 A Um, via visual inspection.

15 Q And how did you visually inspect it?

16 A Looking to make sure that no fluid was currently

17 coming from it and/or staining from the blue dye.

18 Q So you looked for blue dye and you didn't see

19 blue dye?

20 A Correct -- well, correct, yeah.

21 Q And on the basis of not seeing blue dye, you

22 assumed that the fuel fitting was tight?

23 A Correct.

24 Q Is that what you were taught when you went to

25 school as to how you check for a fuel, for

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1 tightness of a fuel fitting?

2 A That's how I was taught to inspect a fuel

3 fitting.

4 Q You were taught to just visually inspect it and

5 look for blue dye?

6 A Correct. That's one way, yes.

7 Q What are other ways?

8 A Um, the only other way would be any torque stripe

9 indicators or actually putting a wrench on it,

10 which aren't very standard practices.

11 Q The torque striping, that would be a way of

12 checking it?

13 A Yes.

14 Q We don't have striping here on this fitting?

15 A It would need to be from the previous installer.

16 Q But that wasn't something that was present?

17 A No.

18 Q So you said you looked at it and to look for blue

19 dye and you didn't see any blue dye. What else

20 did you observe?

21 A In relation to that fuel line?

22 Q Yes. You said you inspected it by looking at it.

23 So when you looked at it and didn't see blue dye,

24 what else did you look at?

25 A Just a general visual inspection around that

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1 whole area of the engine of the fuel pump.

2 Q So just generally looking around? What were you

3 looking for?

4 A I mean any leaks or anything.

5 Q How would you know that there would be any leaks?

6 A From the blue dye there.

7 Q And so if there is no blue dye, you can assume

8 that the fitting is tight?

9 A Correct.

10 Q Was there anything else in this inspection that

11 you did where you just made a visual observation?

12 A Um, the whole scope of the inspection is almost

13 all visual.

14 Q Well, the charge was for \$10,000. It couldn't

15 have been \$10,000 worth of visual.

16 A Well, I think you are confusing the inspection

17 with work actually. The only one that, the

18 Exhibit No. 7 here, the only inspection charge is

19 that spot No. 1 right there, which is 12 and a

20 half hours.

21 Q Oh, so is that that you spent 12 and a half hours

22 on the inspection?

23 A Me and my coworkers did, yes.

24 Q Who were the coworkers?

25 A Tim Spreen and Vincent Legrone [sic.]